

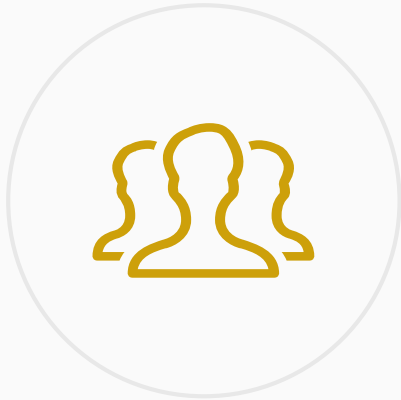
TOWN OF PARADISE VALLEY

WALK & BIKE PLAN

The Paradise Valley Pedestrian & Bicycle Master Plan

Town Council
March 22, 2018

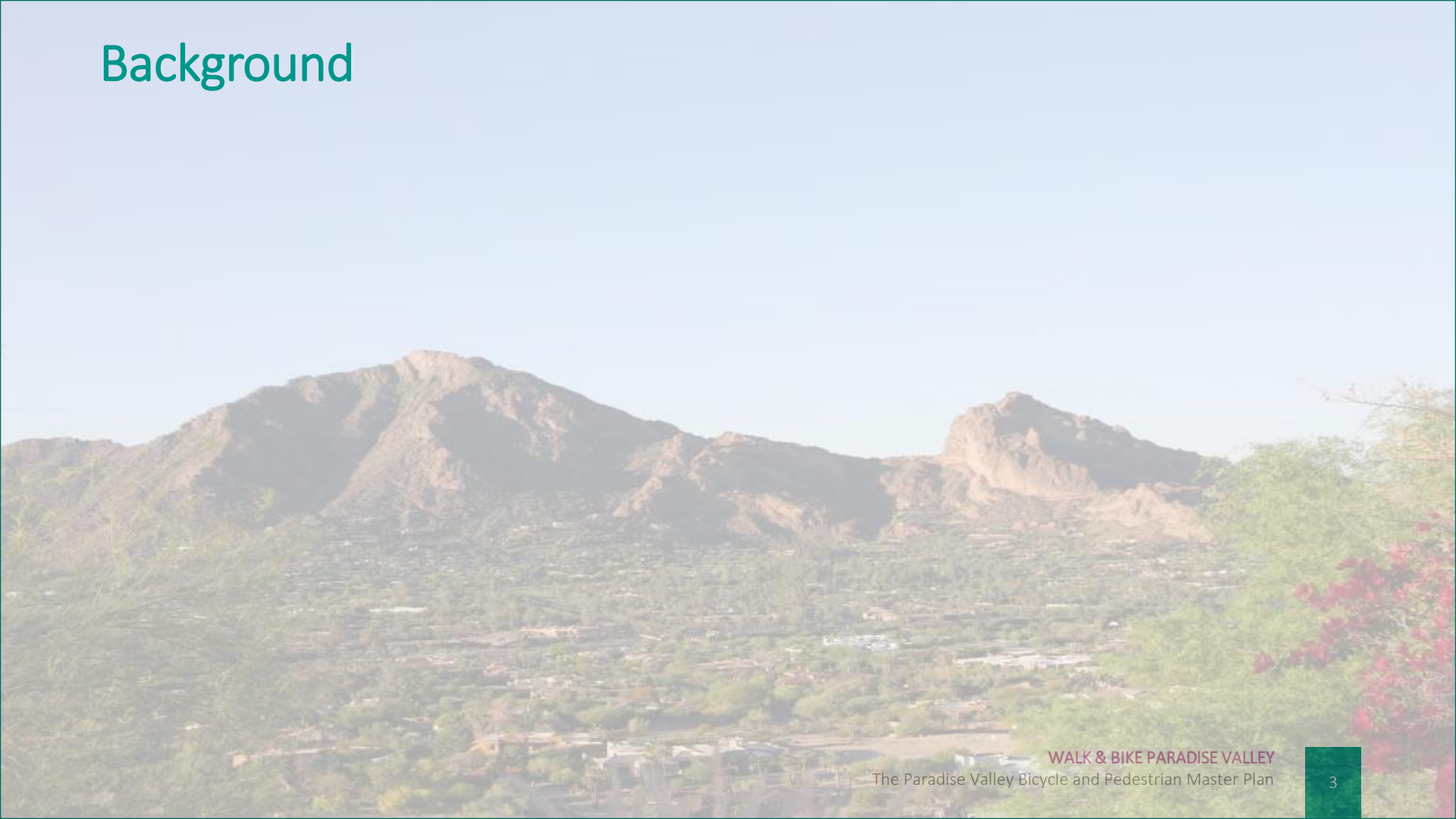




Purpose of Today's Meeting

- **Background**
- **Planning Commission Recommendation**
- **Compliance to SOD**
- **Overview the 2018 plan**
- **Next Steps**

Background



Background Why Doing and Process

- Fulfills an implementation measure of the Town's 2012 General Plan
- Meets a Town Council Quality of Life initiative
- Provides a long-range plan for the desired future condition of the Town's pedestrian and bicycle facilities
- Builds off 2012 General Plan
- Has five phases, in last phase



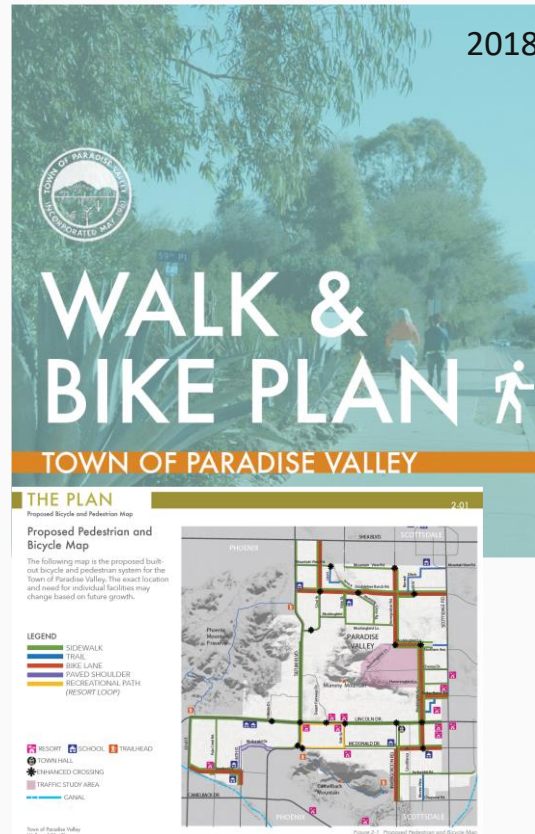
Figure 4.2

Background Process Summary

Walk & Bike Plan Key Dates	
Date	Event
Jan - May 2016	Consultant selection process
Jul 2016 - Dec 2016	Public events with updates to Council/Commission
Feb 2017	1st draft of plan released with updates to Council/Commission
Apr 2017 - Jun 2017	Council Statement of Direction meetings
Jul 2017 - Sept 2017	Planning Commission worked on draft 2 of the plan
Oct 2017	SOD reconsideration
Nov 2017 - Feb 2018	Planning Commission worked on draft 2 of the plan
Feb 2018	Planning Commission worked on draft 2 of the plan; Planning Commission recommendation
Mar 2018 - Jun 2018	Town Council meetings/action

Background Differences from 2017 Draft

- Less emphasis on accommodation of a separate pedestrian shoulder and acknowledgment of bike routes from 2012 General Plan/existing usage
- More focus on traffic calming and enforcement to mitigate conflicts
- Received direction to generally use the as-is condition for Lincoln Drive, Tatum Boulevard, and McDonald Drive based on options in 2017 draft plan
- Less emphasis on signage
- Made applicable modifications to goals, policies, and implementation measures
- Simplification on format to make more user-friendly



2018



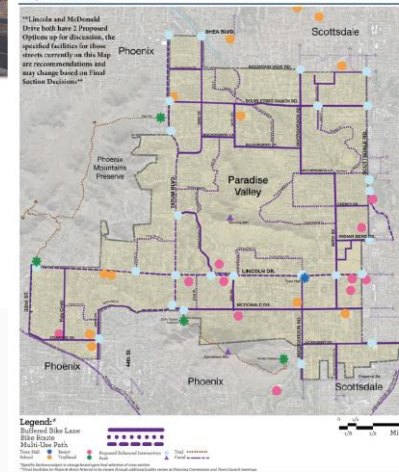
2017

WALK & BIKE PARADISE VALLEY

The Paradise Valley Bicycle and Pedestrian Master Plan



Figure 1. Bicycle Facilities Map



DRAFT #1
February 14, 2017

WALK & BIKE PARADISE VALLEY

The Paradise Valley Bicycle and Pedestrian Master Plan

PLANNING COMMISSION RECOMMENDATION



Forwarded Approval

- 6 to 0 vote on Resolution 2018-06
- Meeting date on Feb 20, 2018
- Walk & Bike Plan becomes supplement of General Plan
- Minor General Plan amendment, effectively amending:
 - Deletion of goals/policies of Sect 4.2, replaced by goals/policies of Walk & Bike Plan
 - Deletion of Implementation Measures 1, 2, 5, 6, 7, 9, 11, 12, and 14 of Sect 4.5 replaced by the implementation measures of Walk & Bike Plan
 - Deletion of Sect 4.6 replaced by the maps & standards of Walk & Bike Plan

MOBILITY

4.2 Non-Motorized Circulation

Goals and policies in this section support the goal of making the Town of Paradise Valley a pedestrian and bicycle-friendly town. Safe, walkable environments will be maintained through an interconnected and continuous pedestrian network with sidewalks and trails that are enjoyable places to walk. A bicycle circulation system compatible with existing motorized circulation routes and local neighborhoods will be provided. Residents will be encouraged to integrate walking and bicycling into their daily activities to promote a healthier lifestyle and improve energy resource conservation.

Goal M 4.2.1

Non-Motorized Circulation System. To provide a high-quality non-motorized circulation system throughout the Town to meet the needs of residents, employees, and resort guests.

Policies

M 4.2.1.1 Safe and Convenient Access. The Town shall develop a non-motorized circulation system that promotes safe, convenient, and enjoyable access to all publicly owned parts of Town through roadways, sidewalks, paths, and trails for recreational and community social purposes.

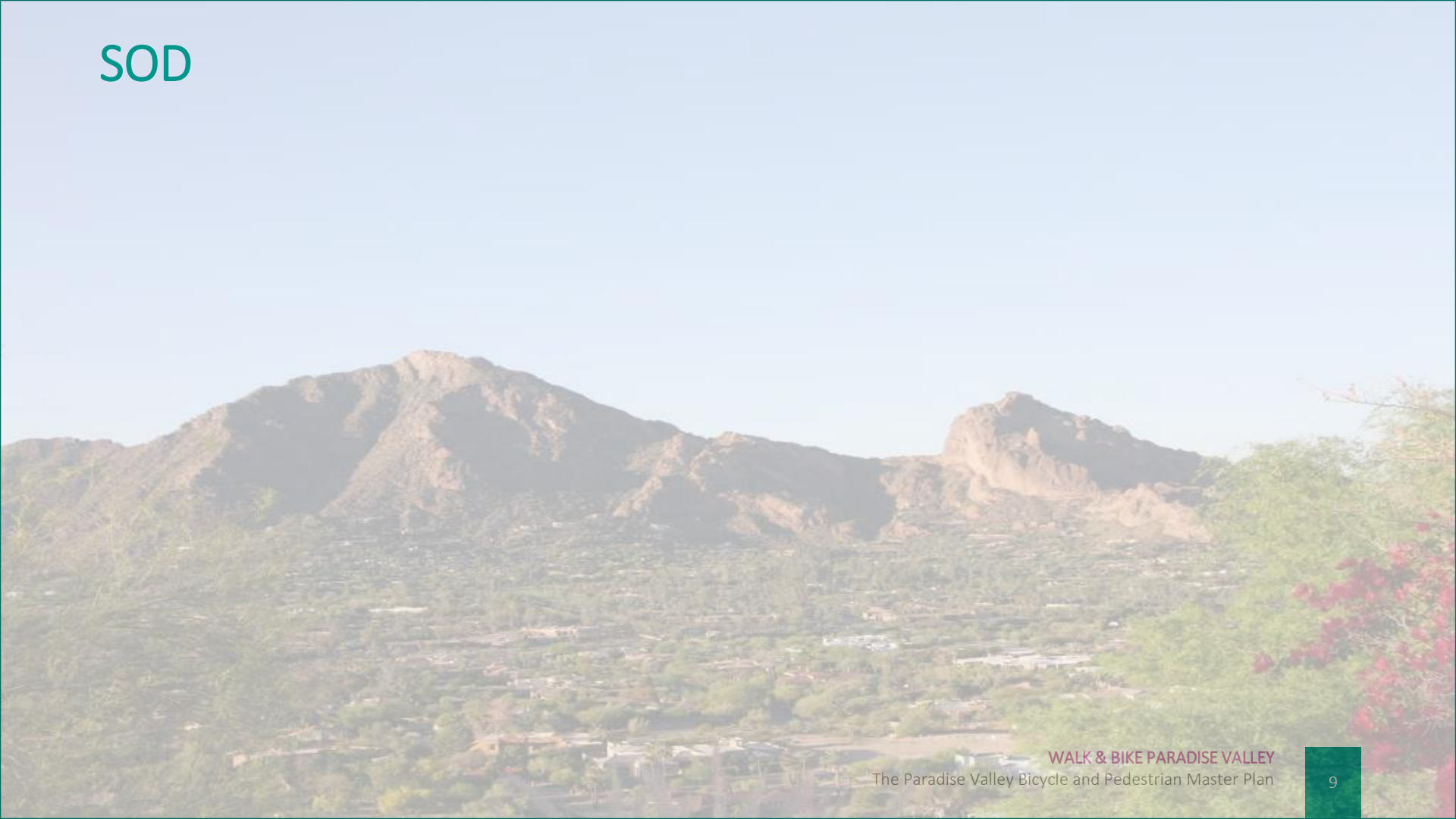
M 4.2.1.2 Comprehensive System. The Town shall maintain existing sidewalks, paths, bicycle lanes, and trails, and seek ways through transfer, gift, easement, or governmental action to extend or to fill in the system, to better serve the health, welfare, aesthetic, and sociability needs of pedestrians and cyclists.

M 4.2.1.3 Linkages. The Town shall plan for and provide the development of non-motorized system linkages to neighboring community non-motorized networks.

M 4.2.1.4 Right-of-Way. The Town shall design existing and future roadway rights-of-way to provide safety for pedestrians and users of non-motorized modes of transportation.

M 4.2.1.5 Construction Program. The Town shall continue its long-range program for construction and maintenance of a continuous system of non-motorized circulation facilities for the benefit of the residents' health, safety, welfare, community pride, and enjoyment.

SOD



SOD Focus Point

How Complies

EMPHASIZE SAFETY AND ENFORCEMENT

Chicanes



Figure 2-23 Chicanes

Textured Crosswalk



Figure 2-26 Textured Crosswalk

Existing policies include WB 4.1.1, WB 4.1.3, WB 4.1.4, WB 4.3.2, WB 4.3.3, WB.4.4.2

New policies include WB 4.2.4, WB 4.2.5, WB 4.3.4, WB 4.4.4, WB 4.5.1, WB 4.5.2, WB 4.5.3, WB 4.6.1 (education, enforcement, traffic calming)

17 intersections for enhancement with more visible crosswalks, new crosswalks, and/or bike/ped sensors

Implementation Measures 3 on prioritizing projects in plan

Implementation Measure 7 on developing education programs/activities

THE PLAN

Proposed Bicycle and Pedestrian Map

2-01

Proposed Pedestrian and Bicycle Map

The following map is the proposed built-out bicycle and pedestrian system for the Town of Paradise Valley. The exact location and need for individual facilities may change based on future growth.

LEGEND

- SIDEWALK
- TRAIL
- BIKE LANE
- PAVED SHOULDER
- RECREATIONAL PATH (RESORT LOOP)
- RESORT
- SCHOOL
- TRAILHEAD
- TOWN HALL
- ✱ ENHANCED CROSSING
- TRAFFIC STUDY AREA
- CANAL

Town of Paradise Valley
Walk and Bike Plan

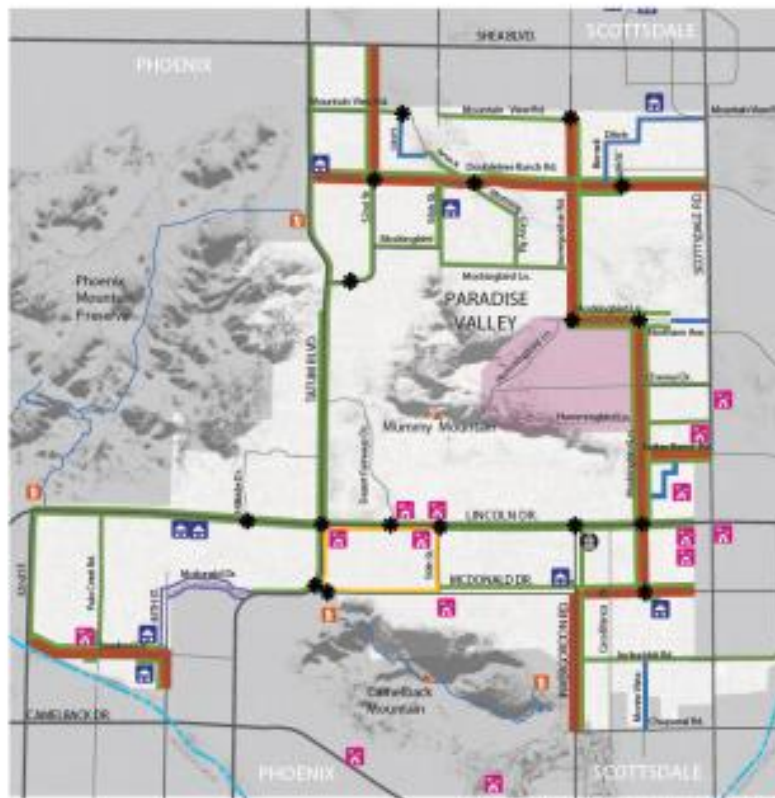


Figure 2-1 Proposed Pedestrian and Bicycle Map

SOD Focus Point	How Complies
EMPHASIZE RESORT LOOP	This loop is reflected on the Bicycle Facilities Map and applicable cross-sections
FOCUS PEDESTRIAN FACILITIES	Except for five corridors, the pedestrian facilities on the Pedestrian Map are all on non-local designated streets

THE PLAN

Bicycle Map

Bicycle Map

The following map is the proposed built-out bicycle system for the Town of Paradise Valley, showing the existing facilities, existing Capital Improvement Project (CIP per 2018 five year plan) facilities, and proposed facilities. The exact location and need for individual facilities may change based on future growth.

EXISTING

- BIKE LANE
- RECREATIONAL PATH (RESORT LOOP)

EXISTING CIP (2018-2022)

- - - BIKE LANE

PROPOSED

- ● ● ● ● BIKE LANE

- RESORT
- SCHOOL
- TRAILHEAD
- TOWN HALL
- ✱ ENHANCED CROSSING
- TRAFFIC STUDY AREA
- CANAL

Town of Paradise Valley
Walk and Bike Plan

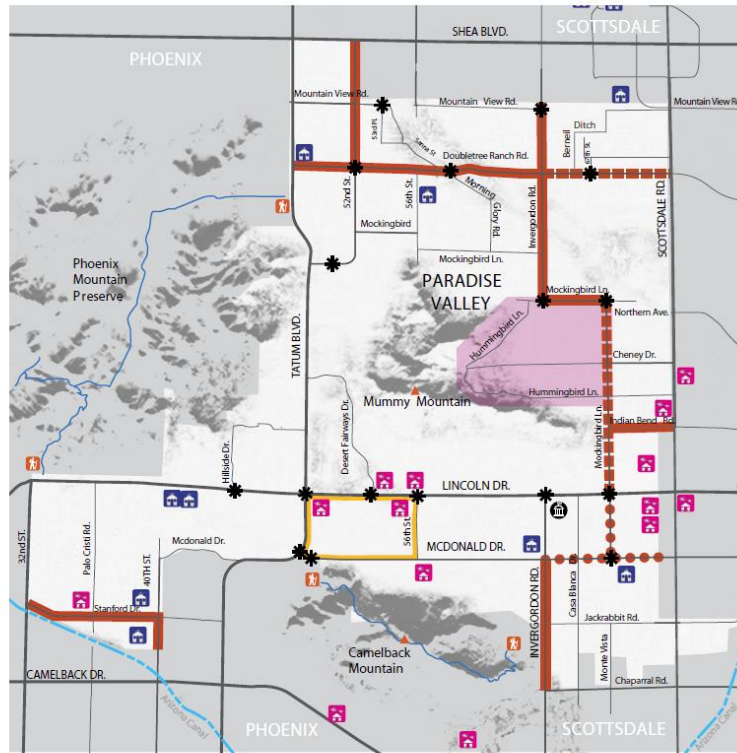
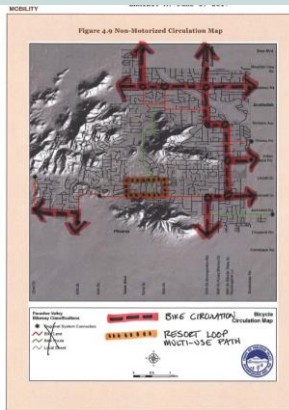


Figure 2-3 Bicycle Map

SOD Focus Point

How Complies

FOCUS BICYCLE FACILITIES



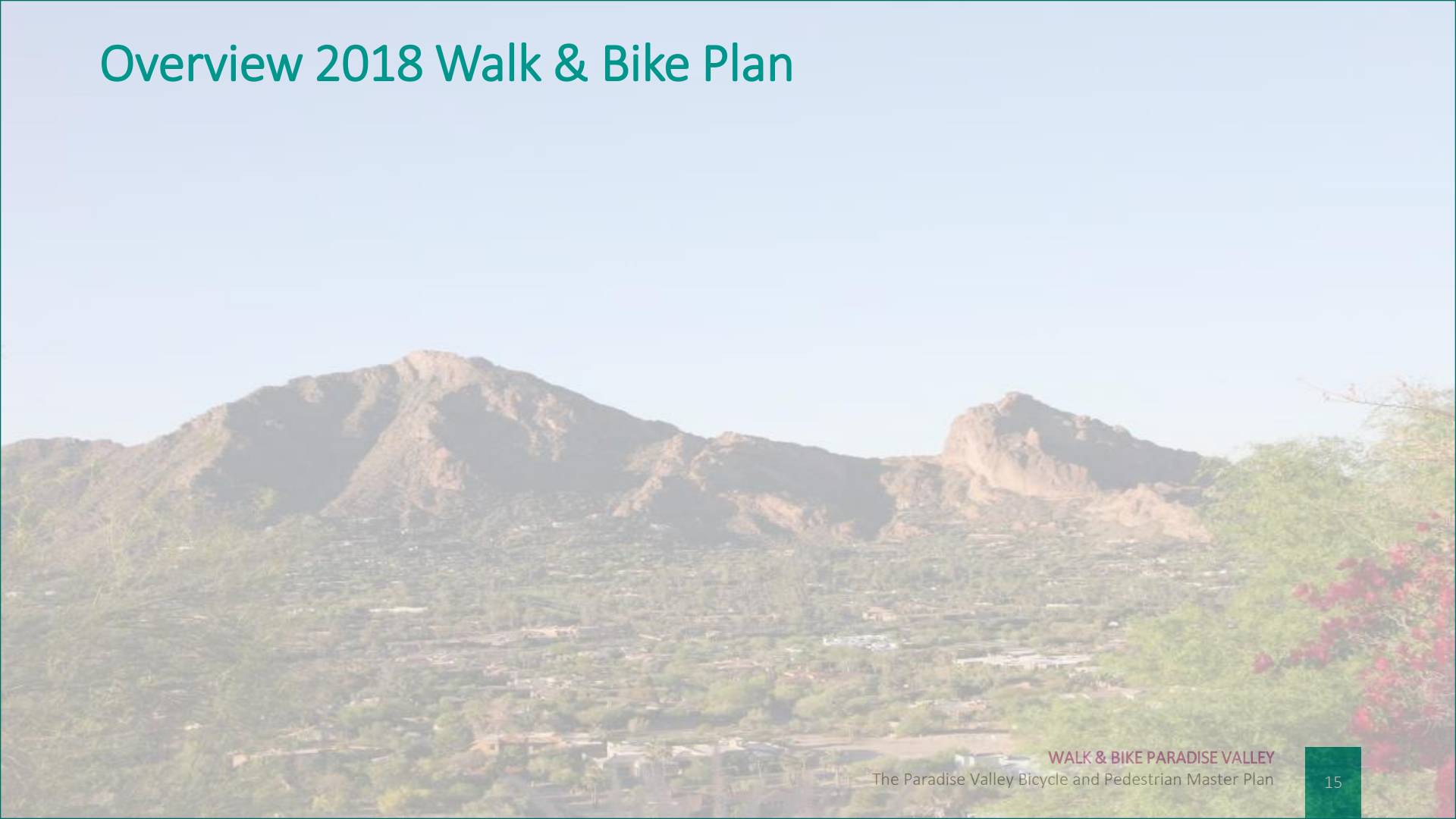
The Bicycle Map in this plan has the exact bike facilities from the Town Council exhibit dated June 8, 2017

On only a few select non-local streets

SOD Focus Point	How Complies
AVOID “URBAN” DESIGN ELEMENTS	<p>Policy WB 4.3.2 on pedestrian-friendly streetscapes and policy WB 4.3.4 that separate bike/ped facilities are discouraged on local streets</p> <p>Goal WB 4.6 on wayfinding with several policies that address limiting the number/type of signs, along with best fit character</p>
ADDRESS MITIGATION OF CONFLICTS	<p>Existing policies include WB 4.1.4, WB 4.3.2, WB 4.3.3, WB.4.4.2</p> <p>New policies include WB 4.1.5 on transfer points – seasonal trolley, WB 4.2.4 on education via groups like ACOPS, and WB 4.4.4 on adding bike sensors where there are signals</p> <p>Goal WB 4.5, Traffic Calming, with policies on speed management, roundabouts, intersection design to slow traffic, improve visibility, redirect</p>

SOD Focus Point	How Complies
AVOID NEW SIGNAGE	Sign section in the plan, policies under Goal WB 4.6, Wayfinding, address signs
PAIR THIS EFFORT WITH THE VSC PLAN	Regular communication throughout the process VSC referenced in Implementation Measure 4
IDENTIFY ROUGH COSTS AND PHASING	Detailed probable cost estimates are provided Plan includes proposed phasing over a short, medium, and long-range time frame
BE CLEAR AND LEGIBLE	Shorter than the prior draft and in a website online format
PRIORITIZE PROJECTS	Plan includes project evaluation criteria, with existing road deficiencies having a higher weight as addressed under ‘Piggy Back’ criteria Plan identifies proposed pedestrian/bicycle projects, probable costs, and proposed phasing
<i>Verbal acknowledgement to encourage bicycling for people of all ages and bicycling abilities. Also, to formulate strategies to educate all in promoting positive interaction</i>	Noted in the Mission and Benefits Policy WB 4.2.4, on education efforts by Town, include ACOPS

Overview 2018 Walk & Bike Plan



SUMMARY Plan Content

- 4 Sections
 - Introduction
 - The Plan
 - Projects + Costs
 - Moving Forward



TABLE OF CONTENTS	
section 1	INTRODUCTION WHY THIS PLAN, GUIDING PRINCIPLES, MISSION, BACKGROUND, BENEFITS, SAFETY TIPS, EDUCATION & ENFORCEMENT
section 2	THE PLAN PROPOSED PEDESTRIAN AND BICYCLE MAP, PEDESTRIAN MAP, BICYCLE MAP, STREET CLASSIFICATIONS MAP, CROSS SECTIONS, TOOLBOX
section 3	PROJECTS + COSTS PROJECT PRIORITIZATION, ESTIMATED COSTS
section 4	MOVING FORWARD GOALS & POLICIES, IMPLEMENTATION MEASURES, PERFORMANCE MEASURES, FUNDING

Introduction Summary

- Summarizes the guiding principles
 - Developed through public input
 - Via Council Statement of Direction
- Explains the mission of the plan
 - Based off non-motorized intent in Section 4.2 of 2012 General Plan
- Summarizes the public input process and five phases of the plan process
- Provides benefits in walking and biking, safety tips, and education and enforcement approaches



The Plan Summary

- Includes maps
- Illustrates typical roadway cross-sections
- Provides a description of the Town's preferred facilities and elements (or toolbox)
- These maps, cross-sections, facility descriptions are updated versions of items in 2012 General Plan



This map illustrates the future location of the various walking and biking facilities for the Town.

THE PLAN

Proposed Bicycle and Pedestrian Map

Proposed Pedestrian and Bicycle Map

The following map is the proposed built-out bicycle and pedestrian system for the Town of Paradise Valley. The exact location and need for individual facilities may change based on future growth.

LEGEND



Town of Paradise Valley
Walk and Bike Plan

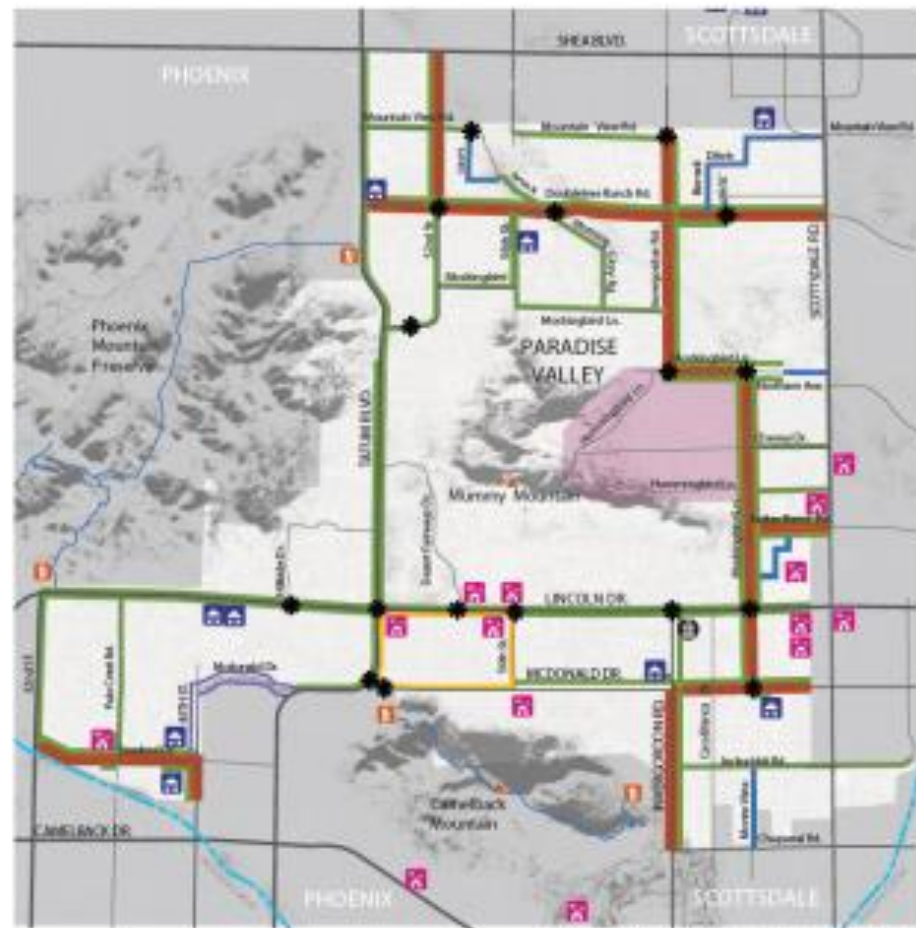


Figure 2-1 Proposed Pedestrian and Bicycle Map

This map provides an understanding of what facilities already exist, what facilities are in the 2018-2022 CIP, and what facilities are proposed.

THE PLAN

Pedestrian Map

Pedestrian Map

The following map is the proposed built-out pedestrian system for the Town of Paradise Valley, showing the existing facilities, existing Capital Improvement Project (CIP per 2018 five year plan) facilities, and proposed facilities. The exact location and need for individual facilities may change based on future growth.

EXISTING

- SIDEWALK
- TRAIL
- PAVED SHOULDER
- RECREATIONAL PATH (RESORT LOOP)

EXISTING CIP (2018-2022)

- SIDEWALK
- TRAIL

PROPOSED

- SIDEWALK
- TRAIL

- RESORT
- SCHOOL
- TRAILHEAD
- TOWN HALL
- ENHANCED CROSSING
- TRAFFIC STUDY AREA
- CANAL

Town of Paradise Valley
Walk and Bike Plan

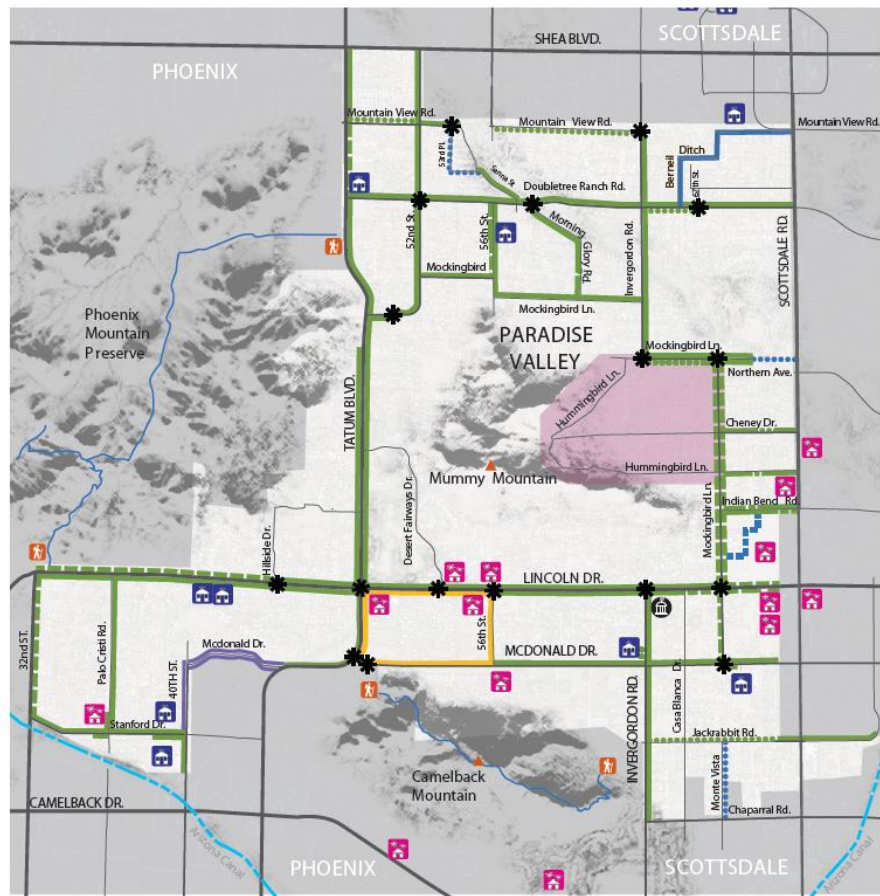
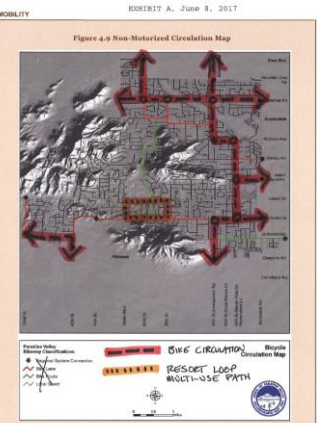


Figure 2-2 Pedestrian Map

This map provides an understanding of what facilities already exist, what facilities are in the 2018-2022 CIP, and what facilities are proposed.

Matches the Council SOD Map



THE PLAN

Bicycle Map

Bicycle Map

The following map is the proposed built-out bicycle system for the Town of Paradise Valley, showing the existing facilities, existing Capital Improvement Project (CIP per 2018 five year plan) facilities, and proposed facilities. The exact location and need for individual facilities may change based on future growth.

EXISTING

- BIKE LANE
- RECREATIONAL PATH (RESORT LOOP)

EXISTING CIP (2018-2022)

- BIKE LANE

PROPOSED

- BIKE LANE

- RESORT
- SCHOOL
- TRAILHEAD
- TOWN HALL
- ENHANCED CROSSING
- TRAFFIC STUDY AREA
- CANAL

Town of Paradise Valley
Walk and Bike Plan

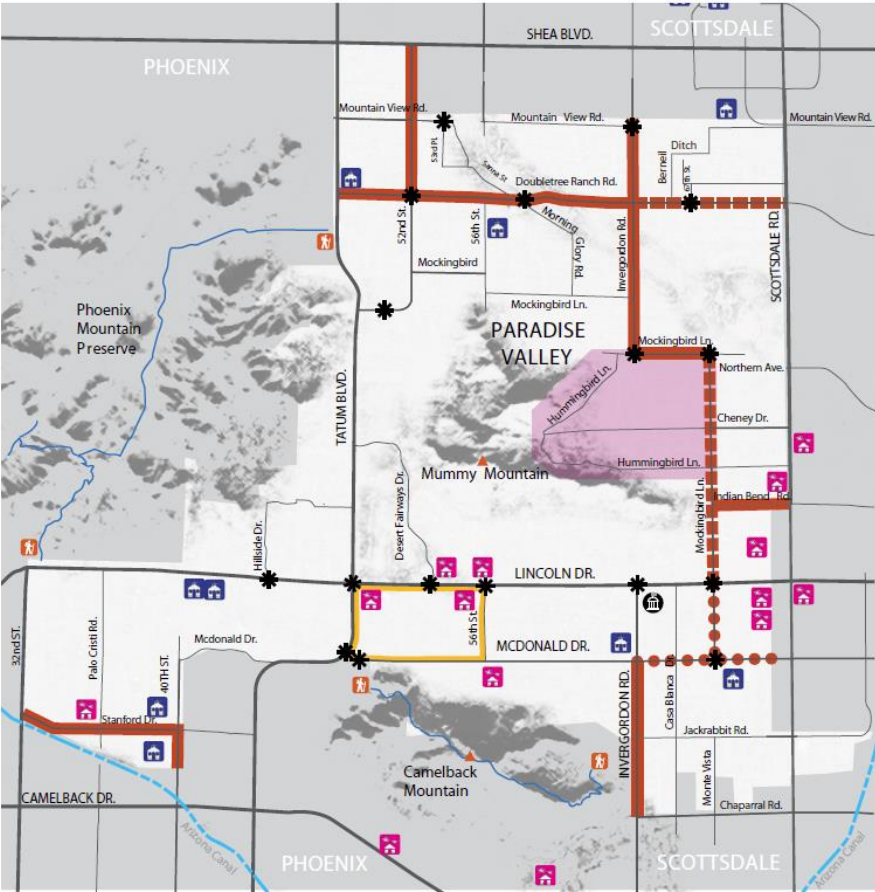


Figure 2-3 Bicycle Map

The typical street cross sections build off the street cross-sections in the 2012 General Plan, with revisions to make them consistent with the Walk & Bike Plan.

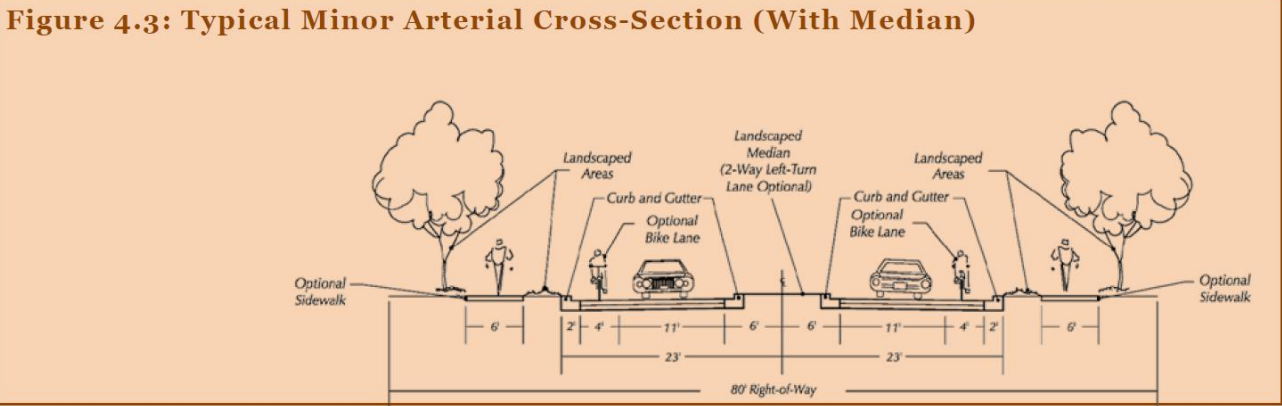
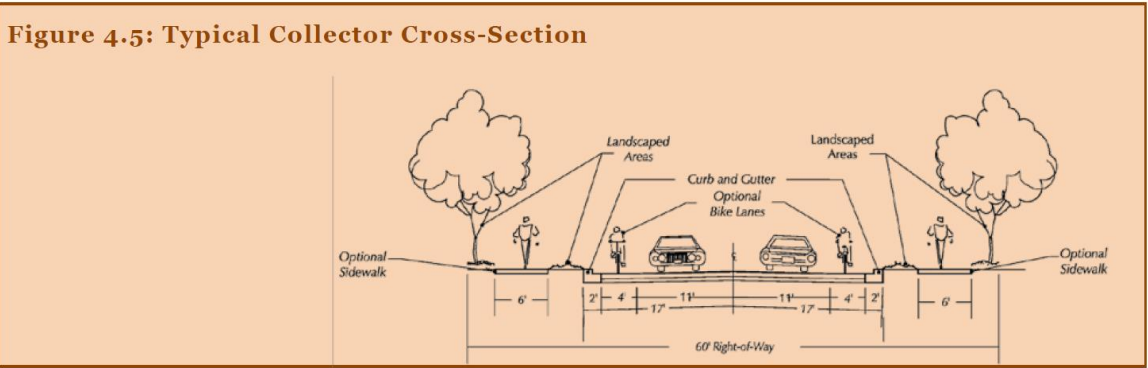
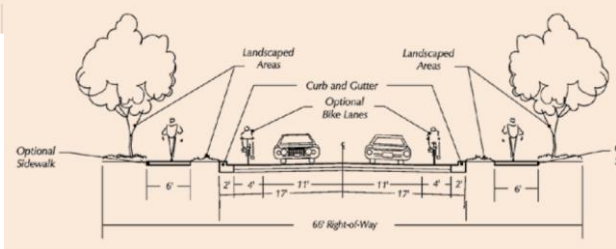


Figure 4.4: Typical Minor Arterial Cross-Section (Without Median)



The Plan Typical Major Arterial

Major Arterial

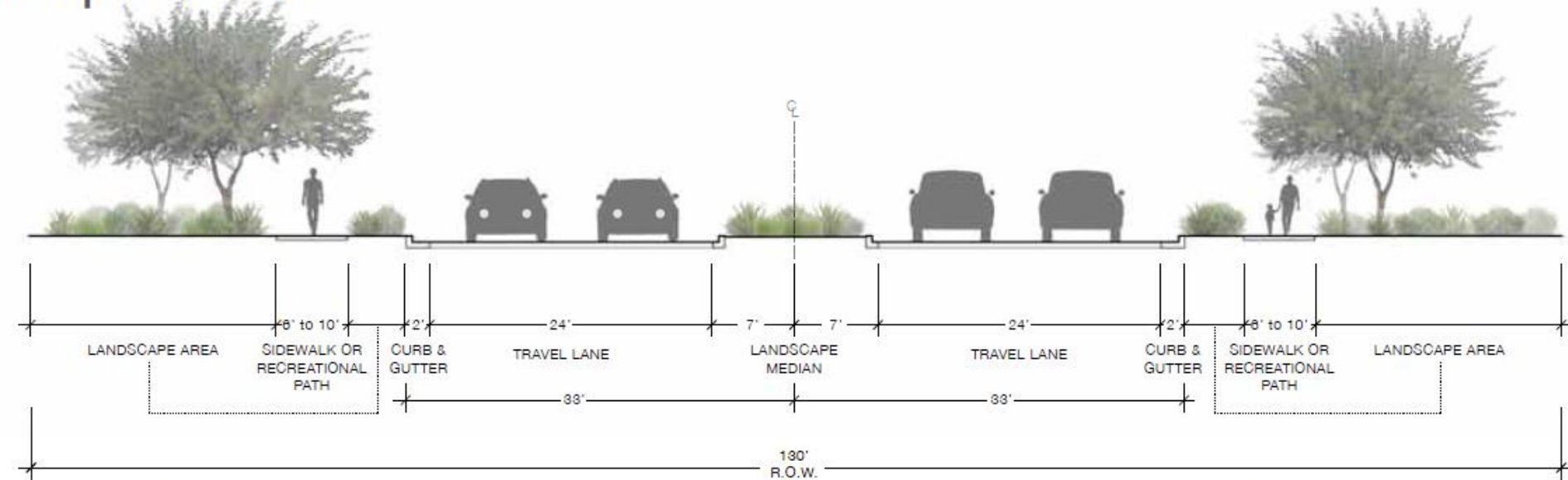


Figure 2-5 Major Arterial Cross Section

- Applies to Tatum Blvd & Lincoln Dr
- Requires sidewalk on both sides or recreational path for resort loop where shown
- No other changes from 2012 General Plan

The Plan Typical Minor Arterial

Minor Arterial

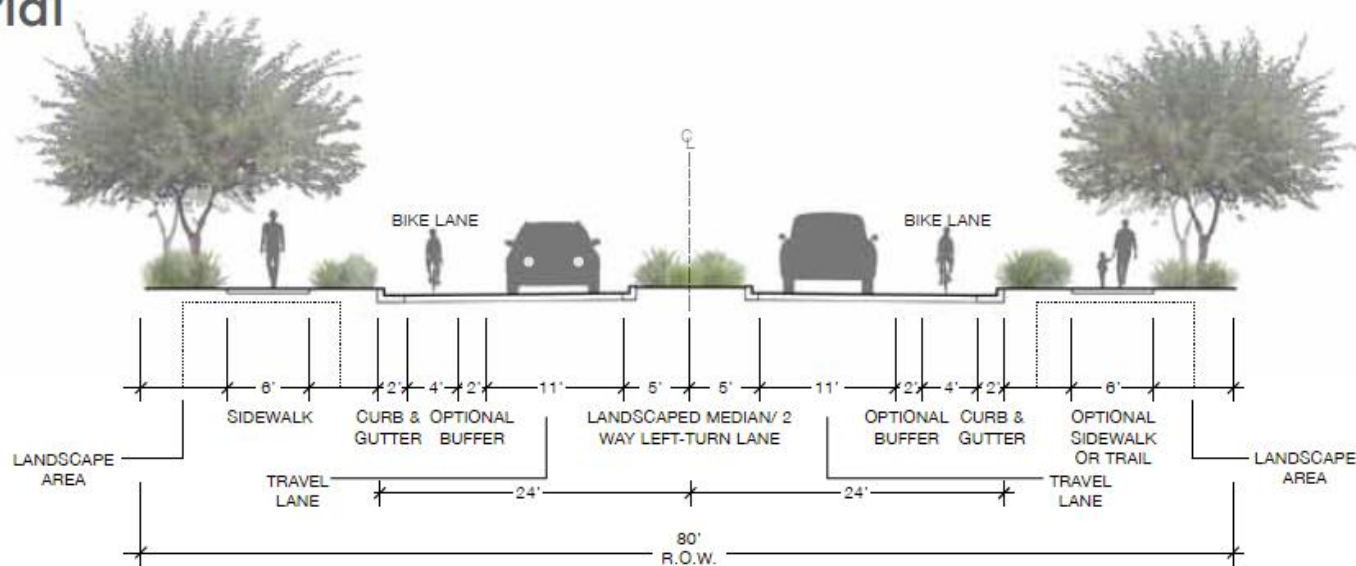


Figure 2-6 Minor Arterial Cross Section

- Applies to Doubletree Ranch Rd, Invergordon Rd (Parts), Mockingbird Ln (Parts)
- Merges the with and without median cross-sections in 2012 General Plan into one cross-section
- Adds the 2' optional bike buffer
- Requires sidewalk on one side, optional sidewalk/trail on other side
- No other changes from 2012 General Plan

The Plan McDonald Drive

Minor Arterial - McDonald Dr. [Tatum Blvd to Invergordon Rd]

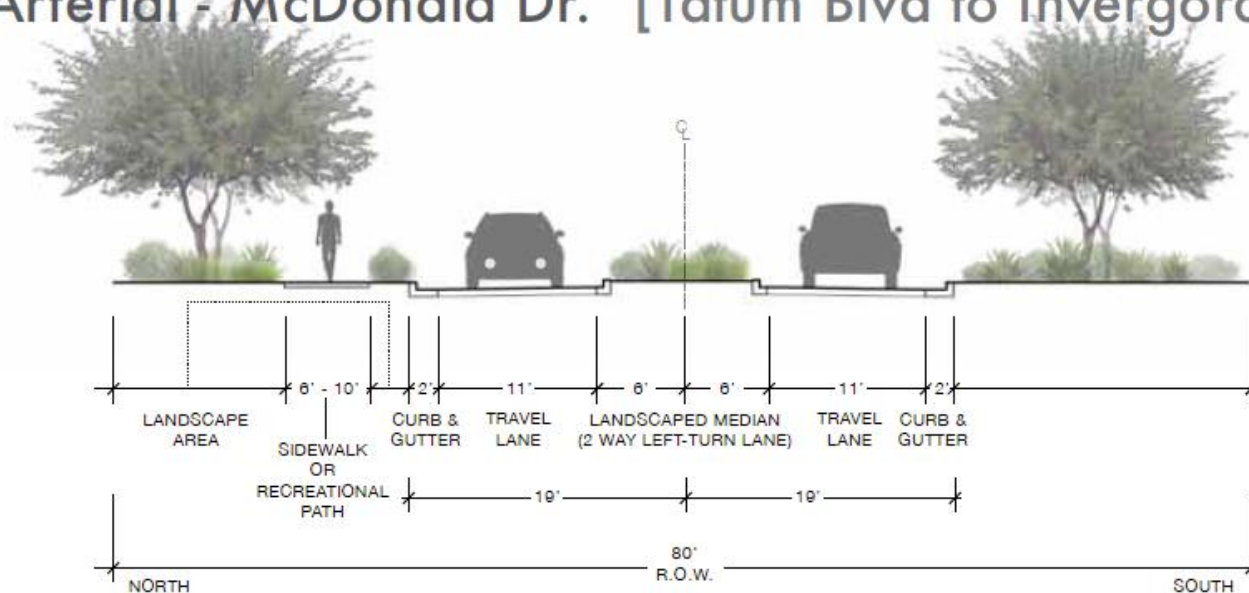


Figure 2-7 McDonald Dr. (Tatum Blvd to Invergordon Rd) Cross Section

- Applies to McDonald Dr – Tatum Blvd to Invergordon Rd
- Requires sidewalk on north side or recreational path for resort loop where shown
- Removes the optional sidewalk on south side
- Removes bike lanes shown in 2012 General Plan
- No other changes from 2012 General Plan

The Plan McDonald Drive

Minor Arterial - McDonald Dr. [Invergordon Rd to East Limits]

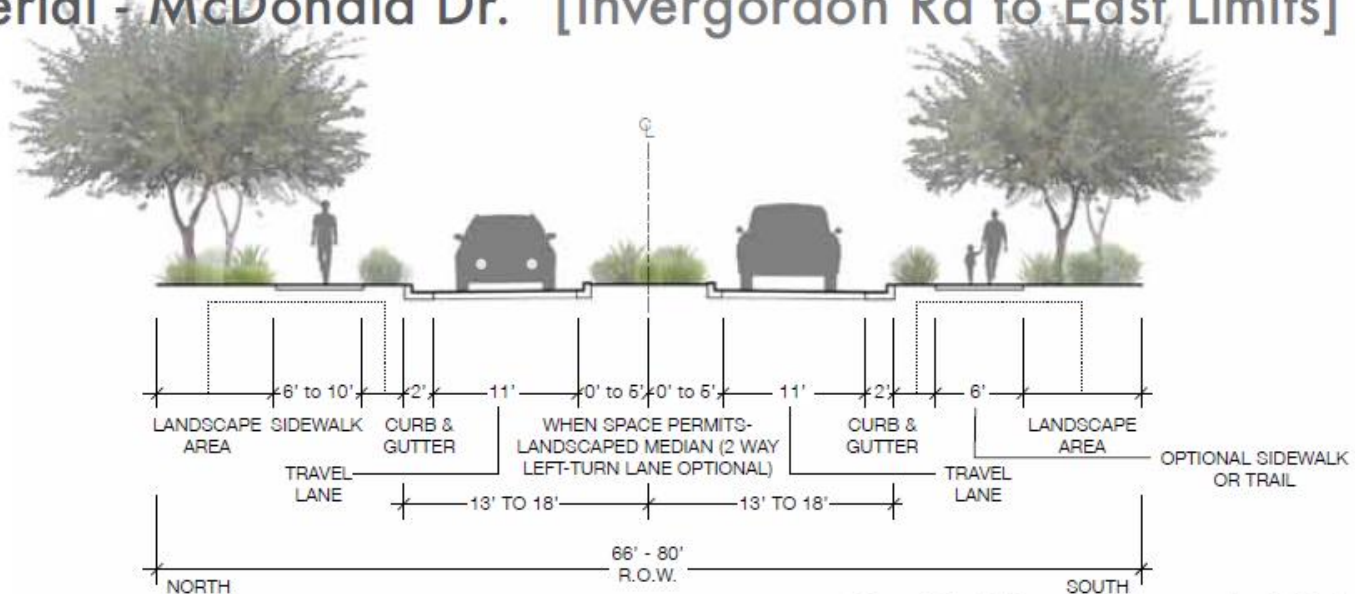


Figure 2-8 McDonald Dr. (Invergordon Rd to East limits) Cross Section

- Applies to McDonald Dr – Invergordon Rd to East Town Limits
- Requires sidewalk on north side, up to 10' wide
- Adds optional trail in addition to the optional sidewalk on south side
- Retains bike lanes on bike map per SOD and as shown in 2012 General Plan, preference is bike sharrows
- No other changes from 2012 General Plan

The Plan Typical Collector

Collector

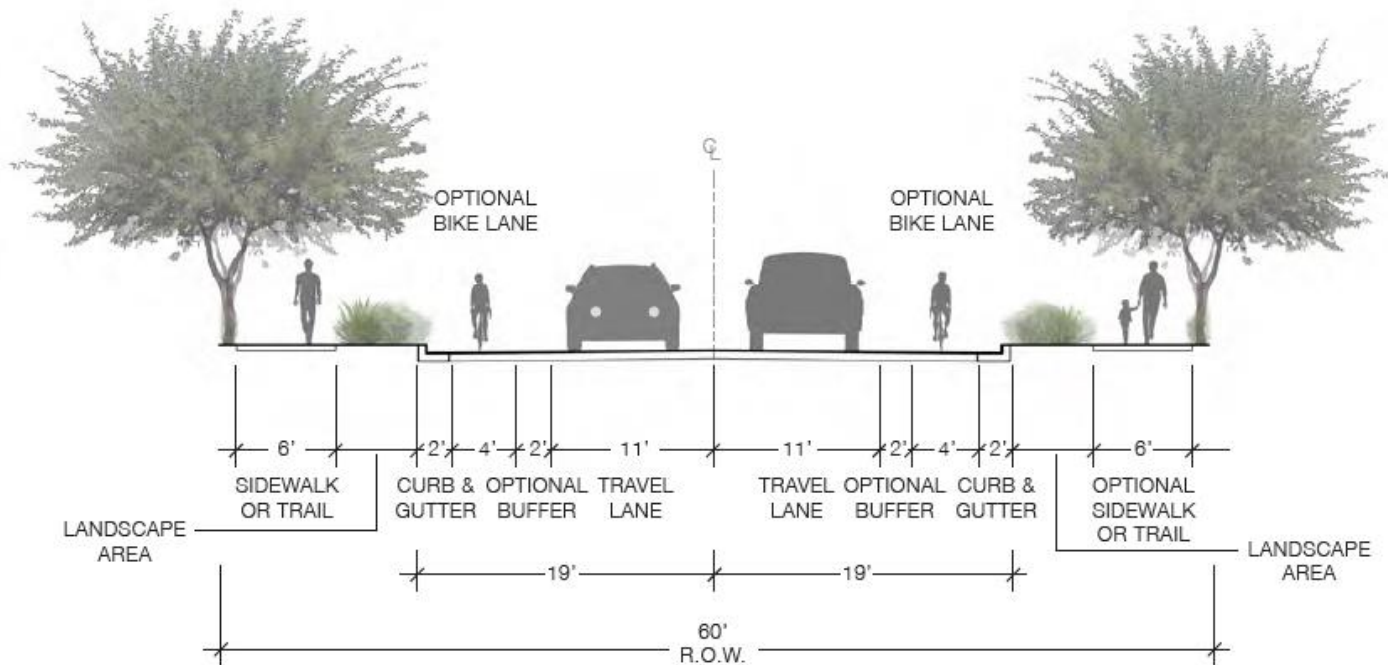
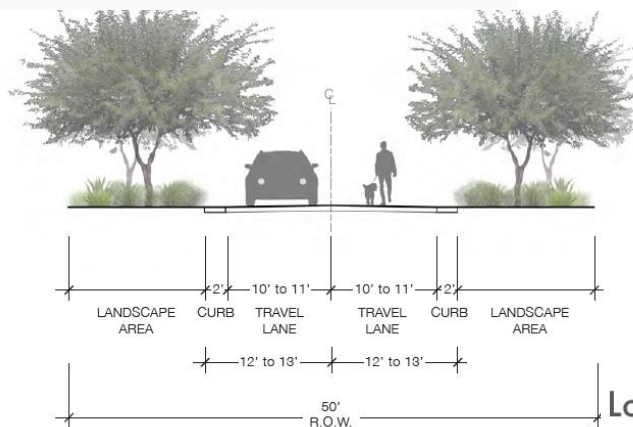


Figure 2-9 Collector Cross Section

- Applies to parts of Mtn View Rd, 52nd St, 56th St, Mockingbird Ln, Cheney Dr, Indian Rd, Palo Cristi Rd, Stanford Dr, Jackrabbitt Rd, Monte Vista Dr, Chaparral Rd
- Adds optional trail in addition to the optional sidewalk
- Adds optional 2' bike buffer
- No other changes from 2012 General Plan

The Plan Typical Local

Local - Option B



Local - Option A

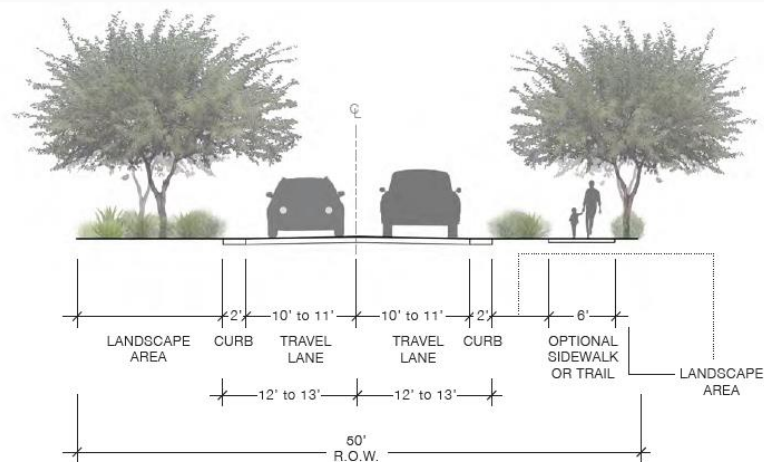


Figure 2-

Local - Option C

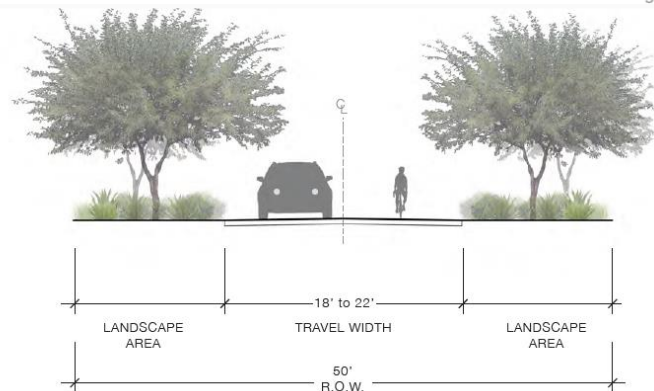


Figure 2-12

- Applies to most streets in Town
- Allows travel lane at 10'-11', instead of 11' minimum if warranted on Local Option A and B
- No other changes from 2012 General Plan

The Plan Facilities

List the descriptions of the pedestrian and bicycle facilities shown on the map. These are edited versions of the descriptions in the 2012 General Plan.

Bike Lane



Figure 2-20 Bike Lane

A designated area on a street for use by bicyclists to provide more predictable and controlled movements by bicyclists and motorists. This area is a minimum 4 foot wide bike lane delineated by a white stripe. This width is exclusive of curb & gutter, unless the gutter is a fully integrated pan the full width of the bike lane. Distinguished by signage and/or pavement markings. A bike lane may include a 2 foot wide buffer to provide a more visible barrier between the travel lane and bike lane. This buffer may be a white stripe, specialty paving, or landscape.

Bike Routes



Figure 2-21 Bike Route

A street that is specifically designated for bike use through signage. There are no special lane markings. Bicycle traffic shares the roadway with motor vehicles. Pavement width should be greater on these roads. Special regulation may be enacted and posted along such facilities to control motor vehicle speeds or restrict parking to enhance bicycling safety. Bicyclists must accommodate motorist and pedestrian crossflows at driveways and intersections. No bike routes are formally identified in this plan, although the preferred option for McDonald Drive east of Invergordon Road is to use bike sharrows to show the Bike Route.

PEDESTRIAN FACILITIES

Recreational Path



Figure 2-16 Recreational Path

A designated access way open to any non-motorized user that prefers a paved surface. A recreational path is a 10 foot wide off-street paved connection (may be narrowed to 6 feet where necessary) with colored 'San Diego Buff' concrete. Typically, it covers short distances between popular destinations and neighborhoods. May be striped to separate directional traffic.

Sidewalk



Figure 2-17 Sidewalk

A designated access way open to any non-motorized user that prefers a paved surface. A sidewalk is 6 foot wide and gently meandering where possible (attached to roadway where necessary) with colored 'San Diego Buff' concrete. Sidewalk should be set back 5 feet from motorized traffic lane where possible to create a landscape buffer. Do not have to be associated with a street.

Paved Shoulder



Figure 2-19 Paved Shoulder

A paved shoulder is typically a 2 to 4 foot wide concrete paved area on the edge of a roadway. Paved shoulders can serve as a functional space for bicyclists and pedestrians to travel in the absence of other facilities with more separation (i.e. recreational paths, sidewalks, and trails).

Trail



Figure 2-18 Trail

A designated natural surface access way open to any non-motorized user that prefers a natural surface rather than a paved surface. A trail is 4 to 10 foot wide, gently meandering and unpaved (i.e. compacted natural surface or compacted decomposed granite is considered ADA accessible). Trails should be set back 5 feet from traffic lane where possible to create a landscape buffer. Do not have to be associated with a street. May be attached to roadway or sidewalk as a shoulder. Examples: along Arizona Canal and the Berniel Ditch.

The Plan Supporting Elements

These elements complement the facilities and help to make the network safer, more visible, more navigable and more enjoyable.

3 categories:

- Traffic Calming
- Enhanced Crossings
- Wayfinding

TRAFFIC CALMING

Chicanes



Figure 2-23 Chicanes

Speed Humps



Figure 2-24 Speed Humps

Roundabout/ Traffic Circles



Figure 2-25 Roundabout/Traffic Circles

ENHANCED CROSSINGS

Textured Crosswalk



Figure 2-26 Textured Crosswalk

Mid-block Crossing



Figure 2-27 Mid-block Crossing

Crossing Pedestrian Buttons/Bike Sensors



Figure 2-28 Crossing Pedestrian Buttons/Bike Sensors

The Plan Supporting Elements (Cont)

Custom Regulatory /Warning Signs



Figure 2-31 Custom Regulatory/Warning Signs

PURPOSE: To meet unique circumstances and aesthetics of the community, presenting regulatory or warning information in a softer language, and/or carry out the identity of the network when appropriate.

Informational Signs



Figure 2-29 Informational Signs

PURPOSE: Provide network rules and regulations and cognitive information and orientation.

INFORMATION: Network identity (brand), route(s), map, symbols and text for desired path behavior, destinations, rules and regulations.

PLACEMENT: Pedestrian-concentrated spots such as the Town Hall Complex and resorts.

Wayside Signs



Figure 2-30 Wayside Signs

PURPOSE: To provide supplemental information about the Town.

INFORMATION: Interpretive in nature for plants, historical sites, view shed, famous people, etc., that are unique to Paradise Valley.

PLACEMENT: Only within or beside sidewalks, trails or shared use paths that can be accessed and read from a pedestrian or bicyclist level in a stationary position.

Pavement Markings



Figure 2-33 Pavement Markings

PURPOSE: Help reinforce routes, provide direction and enhance branding.

INFORMATION: Route identification with arrows or sharrows based on location to show direction of travel.

PLACEMENT: Pavement markings should be placed to identify routes and loops (i.e. resort loop.) May be placed on sidewalks, paths, roadways, and bike lanes. Lateral placement is critical to encourage riders to avoid the "door zone" in roadways and bike lanes. May be placed in the center of the lane between wheel treads to minimize wear.

Should be customized to match Town design aesthetic. The design should be incorporated into bike lane markings, sharrows, route identification, etc.

Route Guide Signs



Figure 2-32 Route Guide Signs

PURPOSE: To indicate locations, distances, directions, routes, and similar information.

Projects & Costs Worksheet

This section provides a worksheet template the Town Council or Town staff may use in prioritizing future CIP projects.

PROJECT PRIORITIZATION WORKSHEET

Weight	×	Improvement Categories & Criteria	Range	=	Value	
3	×	Improve safety 0. Project involves no existing or potential safety problem. 1. Project prevents a potential problem. 2. Project corrects an existing problem.	(0-6)	=	<input type="text"/>	
3	×	"Piggy-Back" With Other Already Planned Projects (roadway repair, traffic congestion, drainage, utilities and other public infrastructure improvements) 0. No nearby planned projects could be included. 1. At least one nearby planned private project could be included. 2. At least one nearby public project could be included.	(0-6)	=	<input type="text"/>	
2	×	Address Disruptive and Aggressive Behavior 0. Project does not attempt to lessen disruptive and aggressive behavior by bicyclists or drivers. 1. Project attempts to lessen disruptive and aggressive behavior by bicyclists or drivers. 2. Project attempts to lessen disruptive and aggressive behavior by both bicyclists and drivers.	(0-4)	=	<input type="text"/>	
2	×	Close a Gap 0. Project does not close a gap. 1. Project closes a gap providing up to 1 mile of usable and continuous bike or pedestrian corridor. 2. Project closes a gap providing greater than 1 mile of usable and continuous bike or pedestrian corridor.	(0-4)	=	<input type="text"/>	
2	×	Link to Destinations 0. Project provides little to no improved access to destinations (e.g. Town Hall, schools, parks, resorts, trails) 1. Project somewhat or indirectly improves access to at least one destination. 2. Project provides direct access to one or more destinations.	(0-4)	=	<input type="text"/>	
1	×	Focus on Heavy Use Corridors 0. Project along a corridor with low existing or potential use. 1. Project is along a corridor with moderate existing or potential use. 2. Project is along a corridor with heavy existing or potential use.	(0-2)	=	<input type="text"/>	
1	×	Address Multiple Modes 0. Project improves one mode: bicycle or pedestrian facility. 1. Project improves two modes: bicycle or pedestrian facility with vehicular or transit. 2. Project improves 3 modes: bicycle and pedestrian facility with vehicular or transit.	(0-2)	=	<input type="text"/>	
					Total Score	<input type="text"/>

Table 3-2 The Project Prioritization Worksheet

Town of Paradise Valley
Walk and Bike Plan

Projects & Costs Projects

Describes the projects illustrated on the pedestrian and bicycle maps of this Plan.

Estimated costs and rough time frames for completion are provided, but may change as projects are funded during the annual Town budget process or as future circumstances develop.

Refer to plan for description and estimated costs





PROJECTS & COSTS

Projects Map

Projects Map

The following map shows the general locations of the projects presented in Tables 3-3a, 3-3b, 3-3c.

LEGEND

- ① PROJECT ID
-  SIDEWALK
-  TRAIL
-  BIKE LANE
-  PAVED SHOULDER
-  RECREATIONAL PATH (RESORT LOOP)
-  RESORT
-  SCHOOL
-  TRAILHEAD
-  TOWN HALL
-  ENHANCED CROSSING
-  TRAFFIC STUDY AREA
-  CANAL

Town of Paradise Valley
Walk and Bike Plan

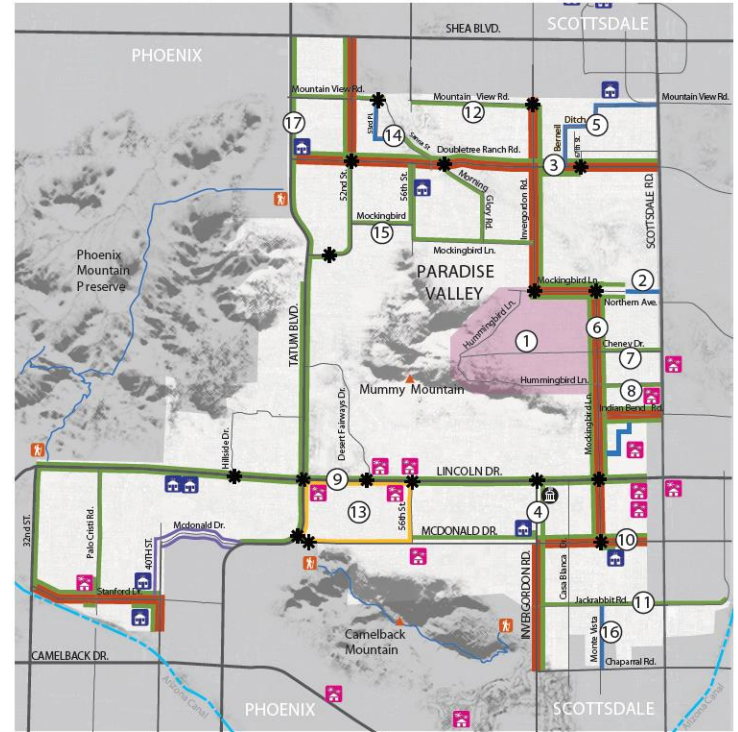


Figure 3-1 Projects Map

Moving Forward Goals & Policies

This section lists the 6 goals and related policies developed during the plan process.

Many of these goals and policies came from the 2012 General Plan.



Non-Motorized Circulation System



Traffic Calming



Integrated Bicycle System



Integrated Pedestrian System



Operations + Management



Wayfinding

NEW GOALS



Moving Forward Integrated Bicycle System

1. **Bicycle Circulation**
 - Design, build, and maintain a system of bike lanes and recreation paths through the Town in accordance with this Plan
2. **Safe Facilities**
 - Develop safe and convenient bicycle facilities that are compatible with other regional bicycle facilities
3. **Bicycle-Friendly Streetscapes NEW**
 - Ensure that streets have appropriate level of bicycle-friendly accommodation via facility design, wayfinding, and crossings
4. **Bicycle Signals NEW**
 - Where bike lanes and routes encounter traffic signals, the Town should explore intersection modifications that would make crossing intersections safer for bicyclists
5. **Docked Bike Share NEW**
 - Docking Bike Share options are preferred over dockless Bike Share options as a means to mitigate visual clutter and prevent the placement of bicycles in unsafe locations that may impede visibility and/or block access
6. **Bike Share NEW**
 - Bike Share programs shall include incentives and/or disincentives to manage bicycle parking issues to encourage that people return bikes to designated parking locations approved by the Town

Moving Forward Implementation Measures

- 16 measures
- Lists responsible staff department
- Identifies time period, annual or ongoing

Non-Motorized Mobility Implementation Program		2018-2020	2021-2025	2026-2030	ANNUAL	ONGOING
1. Maintain and update an inventory and map of the Town's non-motorized transportation network. (Table 4.5-1, Measure #6 in Town's General Plan)						
Implements Which Policy(ies)	WB 4.1.1 thru WB 4.1.3, WB 4.1.6, WB 4.2.1 thru WB 4.2.3, WB 4.4.1, WB 4.4.2					X
Primary Responsible Party	Engineering					
Other Responsible Party(ies)	Public Works, Community Development					

Moving Forward Performance Measures

Provides way to measure/evaluate projects or policies in this Plan

TRAFFIC LAWS

- Number of observed violations.
- Number and types of citations issued, including written warnings. (See examples above.) Citations and formal activity is only a small measure of actual motorists, pedestrian and bicyclist behavior at any one location.



ACCESSIBILITY LAWS

Some common measures may include:

- Percent of total street crossings that meet accessibility standards (e.g. curb ramps, crosswalk grade and cross slope, and no median barriers).
- Percent of total sidewalk miles that meet accessibility standards (e.g. slopes, obstructions, protruding objects, changes in levels, etc.).
- Percent of total pedestrian signals that have Accessible Pedestrian Signal (APS) technology.



WALK & BIKE PARADISE VALLEY

The Paradise Valley Bicycle and Pedestrian Master Plan

Moving Forward Performance Measures

Provides way to measure/evaluate projects or policies in this Plan

MILES/NUMBER OF PEDESTRIAN AND BICYCLE FACILITIES

- Total miles of bicycle/pedestrian facilities
- Miles of bicycle/pedestrian facilities



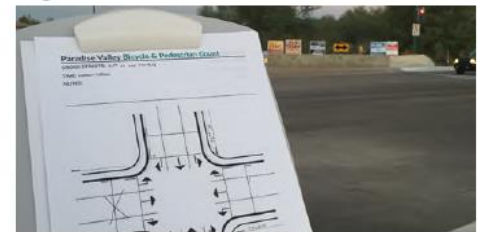
CRASHES

- Number of bicycle-involved and/or pedestrian-involved crashes over 5 years.
- Number of fatal or serious injuries of bicyclists and/or pedestrians over 5 years.



BICYCLE/PEDESTRIAN COUNTS

Emerging Technologies and Trends include mobile crowd sourcing applications collecting data on pedestrian and bicycle volume such as the Strava Global Heatmaps recently made available by the Maricopa Association of Governments for the entire Phoenix region.



Moving Forward Funding Sources

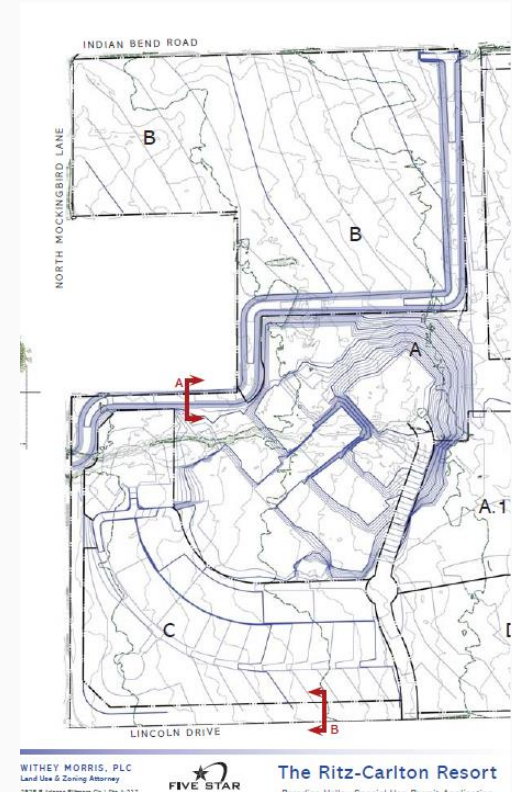
General Fund



Grants



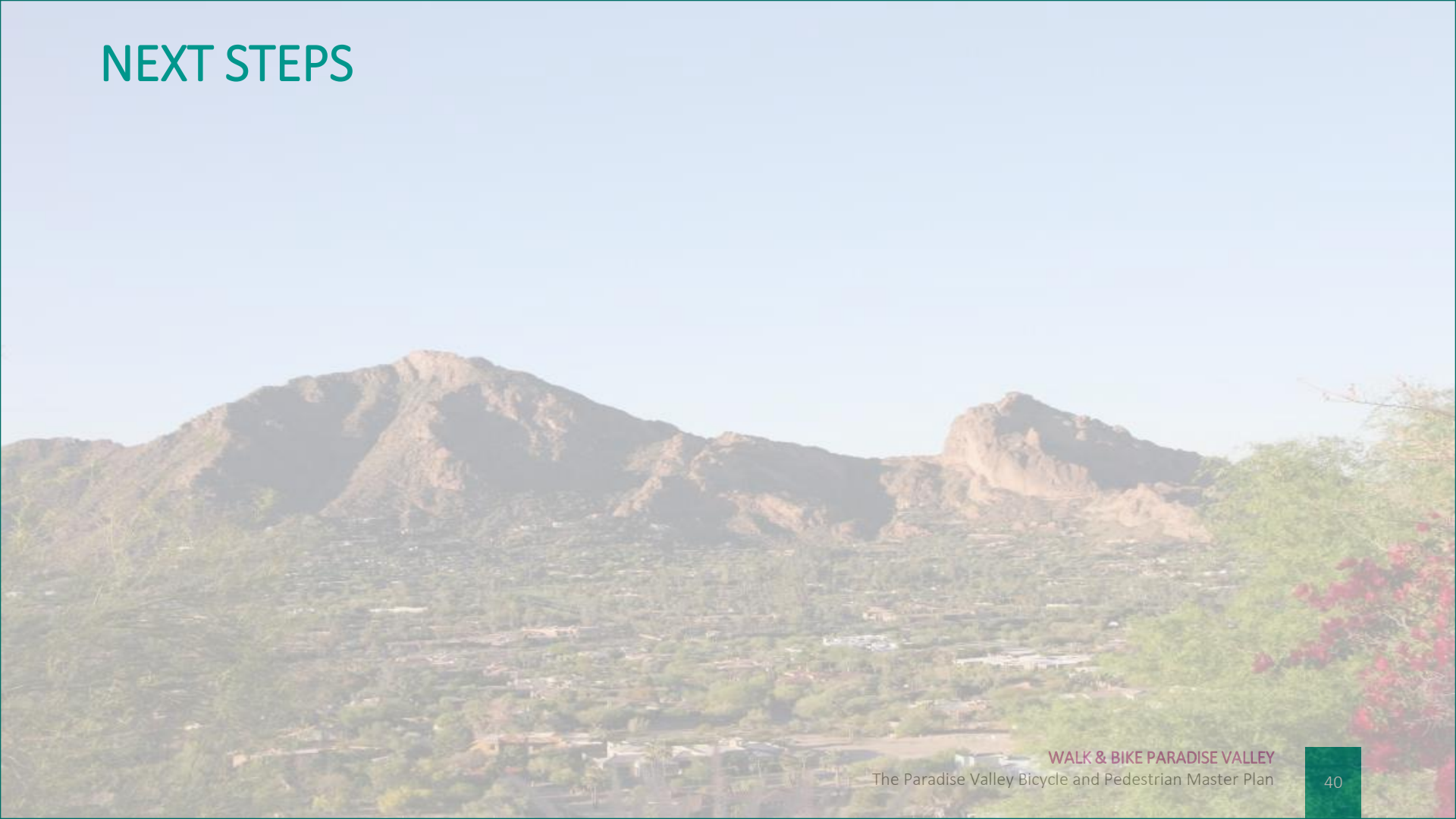
Development/Platting



WALK & BIKE PARADISE VALLEY

The Paradise Valley Bicycle and Pedestrian Master Plan

NEXT STEPS



PV Bike-Ped Master Plan Upcoming Events (Tentative)

TIMELINE

<i>04/12/2018</i>	Town Council Submit Edits to Staff
<i>04/26/2018</i>	Town Council Study Session Review
<i>05/24/2018 ?</i>	Town Council Citizen Review
<i>06/14/2018 ?</i>	Town Council Action

QUESTIONS?

WALK & BIKE PLAN

The Paradise Valley Pedestrian & Bicycle Master Plan



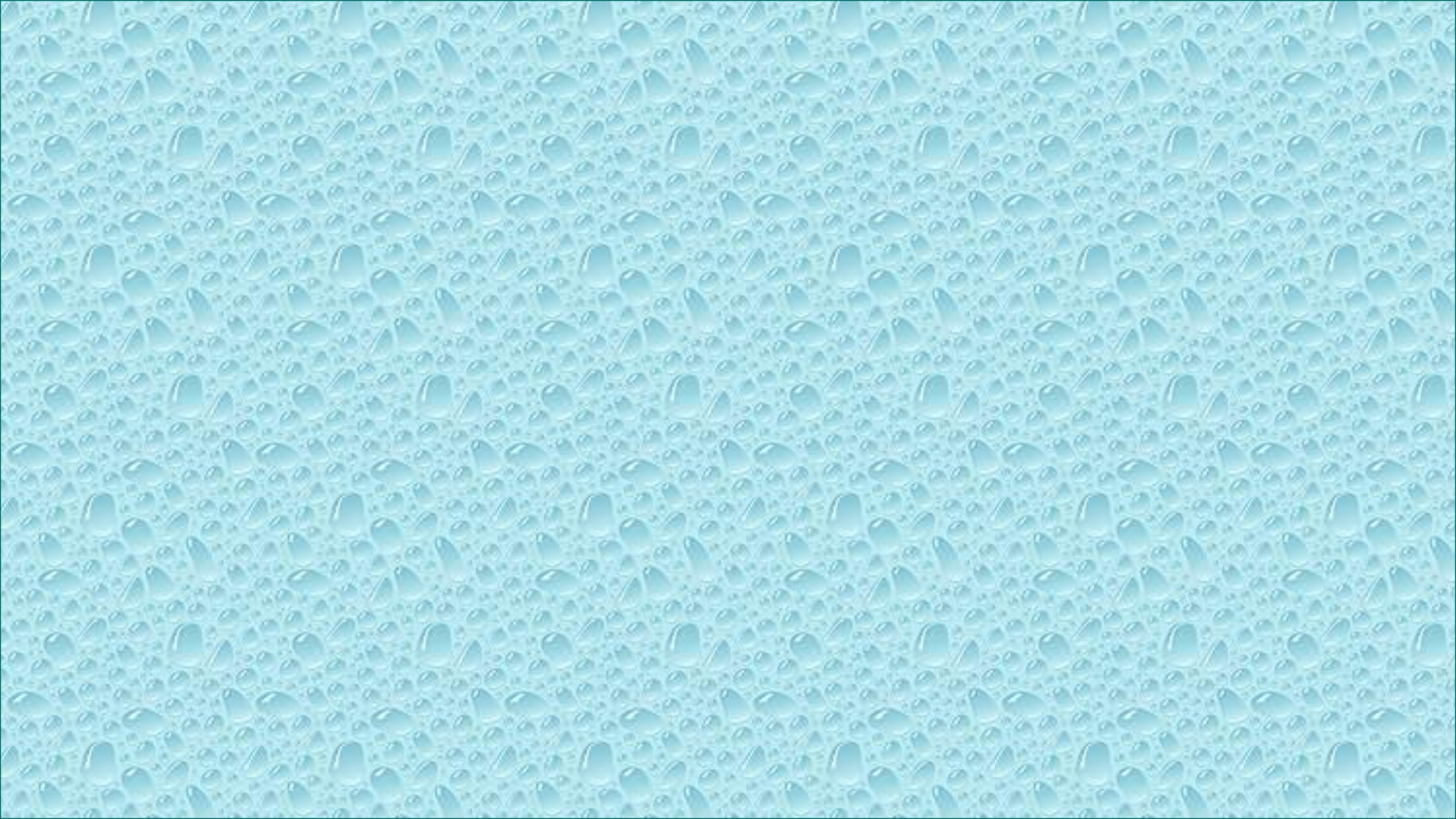


Figure 4.9 Non-Motorized Circulation Map

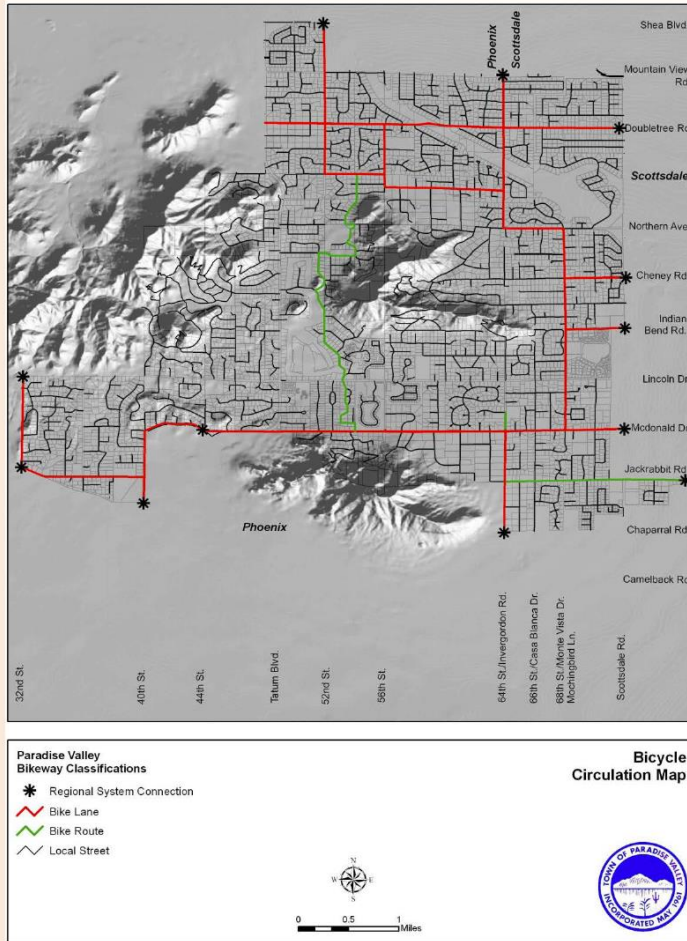


Table 4.1: Circulation Map Classifications and Standards

Classification	Function	Design Character (also see Cross-Sections)
Major Arterial	To provide regional unity and continuity.	<ul style="list-style-type: none"> Channelized intersections, limited access, crossings, and stops Parking on rights-of-way prohibited Landscaped medians and rights of way Optional sidewalks on both sides, set back a minimum of 5 feet from traffic lanes Bike lanes only where necessary to interconnect bikeway system 4 through lanes Full curbs and gutters 130-foot right-of-way
Minor Arterial	To serve as main feeder streets and provide linkages between major arterials.	<ul style="list-style-type: none"> Roundabouts encouraged for traffic control Stop signs, if necessary, posted on intersecting side streets Parking discouraged Optional 4' bicycle lanes on both sides Optional sidewalks on both sides, set back a minimum of 5 feet from traffic lanes Optional medians/center turn lanes 2 through lanes Full curbs and gutters 66- to 80-foot right-of-way (depending on median)
Collector	To serve as main interior streets with limited through traffic, and they provide linkages into and out of local streets.	<ul style="list-style-type: none"> Stop signs, if necessary, posted on intersecting side streets Optional 4' bicycle lanes on both sides Limited on-street parking Lighted signals not desirable Optional sidewalks on both sides, set back a minimum of 5 feet from traffic lanes 2 through lanes Curbs (vertical, rolled and ribbon) 60-foot right-of-way
Local	To serve as interior streets intended to limit through traffic and provide access to immediate residences and other properties	<ul style="list-style-type: none"> Without bicycle lanes Residential streets on the slopes of Mummy Mountain, Phoenix Mountain Preserve, and Camelback Mountain may be designed with variations to minimize cuts and fills. 2 through lanes 50-foot right-of-way Local A <ul style="list-style-type: none"> Curbs Optional sidewalks on one side of street Local B <ul style="list-style-type: none"> Curbs No sidewalks Local C <ul style="list-style-type: none"> No improved curbs and gutters No sidewalks